



CLUB NEWS

Our summer hiatus begins. There will be no meetings in July and August. Over the summer we will be working on organizing hybrid meetings, with the intention of commencing in September. Local members will be emailed location details well before the day of the meeting but we are certain it will be in Niagara-on-the-Lake.

Ron Campbell will be attempting to organize **model boat sailing events on the Welland Recreational Canal**. We will contact members when dates are set.

Ray Peacock made an announcement about the model of Amundsen's sloop **GJOA**, the first ship to complete the North-West passage across Canada's northern coast (1903-1906), which is in his possession.



Late last year Bill Nyberg, of the Shipwrights of Ohio, contacted us through the MSON website with a request for a model to display in a planned exhibition of Polar exploration, to be held at the Rutherford B. Hayes Presidential Library & Museums in Fremont, Ohio, about 35 miles east of Toledo. The Curator was working on an exhibit on the history of arctic exploration in the 19th century.

President Hayes was the 19th President of the United States from 1877 to 1881. The Wikipedia entry on him states "He became an advocate of social and educational reform. Hayes's greatest achievement was to restore popular faith in the presidency and to reverse the deterioration of executive power that had established itself after the assassination of Abraham Lincoln in 1865".

The exhibition was to commemorate the search and discovery of the fabled Northwest Passage. The Franklin Expedition of 1845 was one of the lost voyages searching for this passage. British Royal Navy officer Sir John Franklin and his ships disappeared. While searching for Franklin's expedition in 1855, "HMS Resolute" became stuck in the Arctic ice, and the crew abandoned her. The following year, the ship finally broke free and floated on its own.

An American whaling captain corralled the "Resolute," and it was repaired and returned to England. To show the country's thanks, Queen Victoria had the "Resolute Desk" created for President Hayes from the ship's wood after the ship was broken up. The Resolute Desk is now used by Presidents in The Oval Office in the White House. A replica of the Resolute Desk is on display in the Hayes Museum.





While hoping – unsuccessfully – to obtain models of Franklin’s “HMS Terror” and “HMS Erebus” for the exhibition, Ray instead offered to loan his model of “GJOA” to the museum. The model was built by Ray's good friend Ray Davidson who passed away about 5 years ago. Ray (Peacock) had built the display case for it, and Mrs. Davidson gave the model to Ray in her husband’s memory.

The model was delivered in March, on loan for the exhibition until June 2024, where she is presently and proudly on display.

MEETING ATTENDANCE

29 of the 39 members registered for the May ZOOM meeting were able to attend. On this day the MSON has a total of 97 members from across Canada, the USA, the UK, the Caribbean and Türkiye.

MEETING PRESENTERS NEEDED

We need presentations for next season from November to June. Everyone has something others would like to hear about and see. A model, technique, tool, etc. Time to take stock of what you're sitting on and let it shine for the rest of us. Send us an email to get on the 2023/24 program. Will you answer the call?

Presently we have the following presentations booked:

September	1) Flying Fish build update by Jared Fein 2) Bismarck restoration by Ray Peacock 3) Cutty Sark update by Wayne Marriette - To Be Confirmed
October	1) Byrnes table saw fence re-adjustment by Bill Short 2) The half model SHIFTY by Ray Peacock and Alan O'Neill
November	1) 3D Resin printing by Gabe Kraljevic 2) ???????
December through June	???????

Notice to all members, whether you attend ZOOM meetings or not. We ask members to submit a few images of the progress on the model you are presently working on for the **"On the Workbench"** segment of our next meeting. Please provide a short description to go with the images, including the vessel name, scale, and work being performed. We can present your images on your behalf if you wish and then open the forum to questions for you to answer. If you are not at the meeting, the questions will be emailed to you and your response emailed to all members.

Have you anything you would like to share at a meeting?

If so please send us an email.

Modelshipwrightsofniagara@gmail.com

MAIN PRESENTATIONS

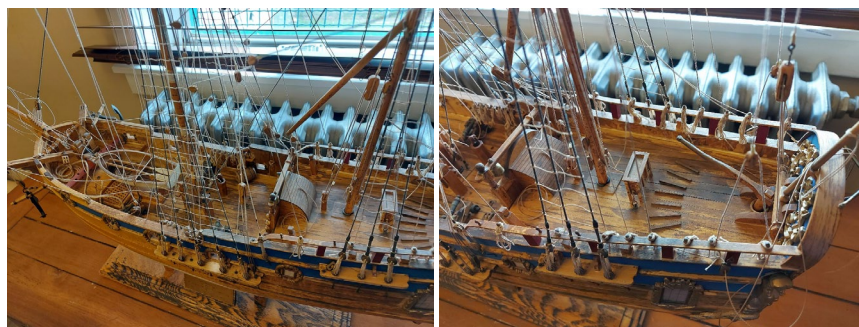


1) **Bruce LeCren** made a presentation on his conservation and restoration of the **Nonsuch** model that resides in the Officer's Wardroom at the RCN Reserve Base HMCS Nonsuch in Edmonton Alberta.

History: Nonsuch was originally built in 1650 as a merchant ketch and later served in the Royal Navy, she was sold to Sir William Warren in 1667, and the next year she was sent into Hudson Bay to trade with the First Nations there. That trip was successful and profitable, and two years later the “Governor and Company of Adventurers of England Trading into Hudson Bay” was given an exclusive charter by Charles II; the fur trade was inaugurated and the HBC was born.



Condition: The model, an old 1970's Aeropiccola kit at 1:32 scale, was displayed on a table in front of a window and hot water radiator without a protective case. Sails were not fitted to the model, and related rigging such as clew lines and bunt lines were not installed. The woodwork itself was in very good condition and showed a high level of workmanship. There was no cupping, warping, or cracking of any planks, and the spars, which are hardwood dowels, were all straight. All the carvings and fittings were present and secured to the hull, although much of the deck furniture had come loose. The model was very dusty, both the hull and rigging, and there was a lot of fine debris and smuts covering the decks. The spars were intact and straight but the standing rigging was loose and much of the running rigging was broken and loose. Several blocks were lying loose on the deck and two were found to be missing entirely. The flags were either missing, damaged beyond repair, or were incorrect for 1670. The plaque on the model base reads "Nonsuch, 1667, Presented to HMCS Nonsuch, 1993, by the Alberta Ship Model Society". The Society has not been active for years. Of concern was extensive water staining on the decks and hull, caused by the building's fire sprinkler system. At first look Bruce thought the stains might possibly be dry rot, however this was not the case. They were rust or mineral stains from the cast iron pipes and water. Some of the exterior finish on the deck and hull had lifted and chipped away in the stained areas.



WORK: The contract with the ship's officers included:

- Vacuum the entire model as advised by the Conservators.
- Clean the hull as advised by the Conservators.
- Repair the rigging, including replacement of missing blocks and lines.
- Replace the flags and pennants.

The water stains are now part of the model's history, attempting to eliminate them or restore the finishes would cause further damage to the model, and would require the services of professional restorers.

TOOLS: The hull was vacuumed with miniature tools normally sold for cleaning computer keyboards and similar uses. The vacuum source was the inlet of an air pump used to inflate an air bed. This worked quite well along with long handled artist's brushes, to remove all the visible dust and surface dirt from the model. Other tools used to reach across decks and through the rigging were hemostats, tweezers, long nose pliers, and dental picks. Q-tips were used to clean the hull.



CLEANING: First step was to move the model away from the window and radiator to the middle of the wardroom floor, where Bruce could work around it. All loose items were set aside for cleaning and re-installation at the end of the project. These included the stern lantern, ship's boat, one anchor and its cat, hatch covers, loose blocks, the water butt and the cannons. The entire model was then vacuumed using the miniature brush and crevice tools, aided by artists brushes to loosen dust from the rigging and debris from the decks and hull.

The hull was cleaned with Q-tip swabs moistened with spittle as recommended by the Conservators. Spittle contains enzymes which will remove most surface dirt and oils without causing damage to the wood or finishes. The use of any cleaners, solvents, or detergents, no matter how mild, even water, was highly discouraged by the Conservators due to the high risk of causing the wood to swell and damage the model, or cause further staining. Bruce used over 400 Q-tips to clean her hull.

The water stains had become ingrained into the wood, and are now a permanent part of the model. Cleaning efforts did lighten them, but they could not be removed without aggressive sanding or plank replacement, which fell into the area of restoration and was outside Bruce's brief. The entire cleaning process took about 22 hours.

PROVENANCE OF THE MODEL: When the loose hatch covers were removed for cleaning, an address label was discovered giving the name and address of Nonsuch's builder, Mr. Russ McAllister of Edmonton. Also found was a

label giving the dates of construction. Bruce speculated that the date of completion was not filled in because the hatch and label were covered by the ship's boat and rigging, and could not be accessed at the end of the build. Mr. McAllister passed away in February 1999, at age 80 and Bruce was unable to locate his survivors.



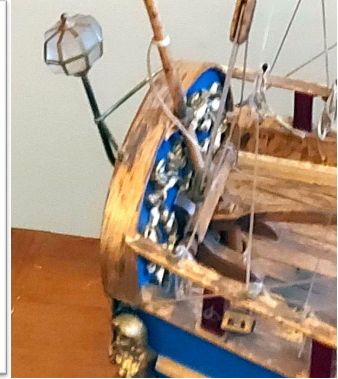
CANNONS: The *Nonsuch* model has three 2 pounder cannons while Aeropiccola provided eight in their kit. The replica ship's cannons are not mounted on deck but are displayed alongside. It was obvious that some cannons had gone missing because sailing ships would have mounted an equal number on each broadside to aid in balancing the ship. The three on hand were cleaned and re-installed on the model. The only rigging was a breech rope and no additional tackle was made up to respect Mr. McAllister's original build. Resources were not available to make or acquire new cannons, although this was discussed and it would have improved the historical accuracy of the model. It was interesting that CA glue marks were visible on the deck at only three cannon locations, so perhaps only three cannons were ever installed?



Cannons before (left) and after (right) cleaning

SHIPS BOAT AND FITTINGS: The model ship's boat is a dinghy about 12 feet long, and was mounted over the main hatch on a single chock held fast with simple lashing. It comes with 2 oars, 1 set of thole pins, and a painter. Aeropiccola may or may not have included a second chock. The replica's plans show two chocks, and clearly the boat is not properly secured with only one, but only one was installed by Mr. McAllister. It was decided not to add a

second chock, again to respect the original build, and because the second chock would not be easily visible.



Nonsuch's stern lantern had come off the model. It was cleaned and re-attached. So was the single sailor figure and the water butt. These had been glued to the main deck and were re-attached in their former locations. The figure gives a good indication of scale, and how small *Nonsuch* actually was.

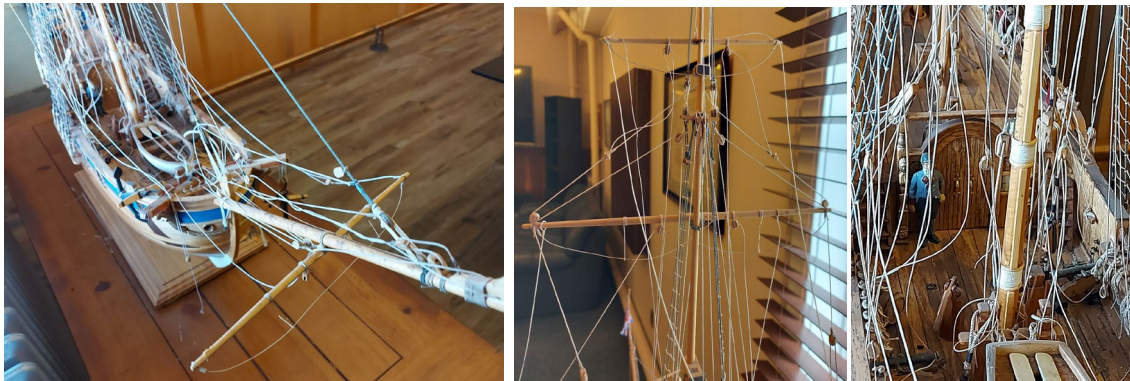


ANCHORS AND CATS: One model anchor is lashed to the hull, and the other hangs from the cat. This anchor and its cat had come loose from the model. The anchor's cable had been run through the hawse and just piled loose on the deck, an indication that it had previously fallen off and had been set back into place. In real life the cable would wrap around the windlass a couple of turns, then run aft and down the hatch to the cable tier, as displayed on the full-size replica. Opening the hatch to show this run would expose the unfinished hull interior, so Bruce laid the cable in a neat coil on the deck and belayed it to the knighthead.

STANDING RIGGING: The standing rigging was in good condition, although the shrouds and stays had slackened over time. Their lanyards had been fastened with super glue, which saturated the lines and caused them to snap when Bruce tried to untie them. He rove new lanyards on the lower shrouds, main stays, and backstays. These were taken up taking care to ensure the masts remained straight up port and starboard and properly raked aft. When the slack came out of the main stay, this tensioned the mast and removed the slack from the mizzen stay and topmast shrouds, so no work was required on those lines. He did not apply more tension than required to take the slack out of the rigging. He then knotted each lanyard the same way Mr. McAllister had done, but used white Titebond glue to secure the knots.



MAIN TOPGALLANT SHROUDS AND STAY: These lines had been fastened at the truck of the main mast. The replica *Nonsuch*, Aeropiccola, and other period information clearly indicate this is incorrect; these lines should fasten about halfway down the Topgallant mast, just above the halyard and lifts for the Topgallant yard. The upper portion of the mast supports a halyard for a flag or pennant. Her mizzen mast was rigged correctly. One consulting Conservator recommended leaving the lines as found, since that would preserve Mr. McAllister's work and he may have had a good reason for rigging that mast as he did. Another Conservator felt the rigging should be corrected because scholars using this model as a reference or research tool could become confused or misled by what is clearly an error. It was felt this error was more egregious than the missing boat chock or galley chimney. Bruce felt the best course of action would be to re-rig the stay and shrouds, and after consulting with Lt. Davies of HMCS *Nonsuch* this is what was done.



FOOTROPES AND RUNNING RIGGING: Working on the footropes was a nice segue between the standing and running rigging. Mr. McAllister saturated his stirrups with CA glue causing many to snap. All the stirrups were removed and replaced with new line secured with Titebond. Footropes on yards above the main yard appeared "after 1680" according to Wolfram zu Mondfeld. It is possible that the original *Nonsuch* did not have footropes above the main yard, but we can't say for sure. They were left as found on the model since they formed part of Mr. McAllister's work as well as being installed on the replica. Removing the footropes would also mean removing the yards from the model for refinishing to deal with the CA glue marks, which was outside the scope of work.



Nonsuch's running rigging consists of the lifts, halyards, and braces required to manipulate the yards. As earlier mentioned, sails are not fitted so sail handling lines are not installed on the model except for the clews. Much of the running rigging was broken or had become loose, and many blocks were separated from their attachment points. Two blocks were carved from birch and stained with Vermont Maple to replace the missing ones.

Despite the extensive rigging damage, the work to re-attach and set up the lines proceeded quickly with the assistance of the diagram provided by the Manitoba Museum. Bruce worked from fore to aft, and from lower yards up, one line at a time. Once blocks were re-attached to their spars or deck rings, most of the work involved taking up a turn on the belaying pins to remove excess slack. Several belaying pins had their rope coils missing. Replacements were made and installed as required. All rigging repair work took about 10 hours.



Before (left) and after (right)

SHIP'S FLAGS: The model *Nonsuch* flew the Union Jack at the bowsprit, a cross of St. George pennant from each mast head, and the Red Ensign at the stern. The Ensign and one of the pennants had been lost, the other pennant was badly deteriorated, and the Union Jack on the model was incorrect for the period. A new suite of flags was ordered from Mr. Hans-Juergen Blissenbach of Bielefeld in Germany (www.schiffsmodellflaggen.de). He offers a wide variety of period correct flags and pennants of the highest quality.

The British flag we commonly know as the Union Flag with St. Patrick's (red saltire) cross was created after 1801, when Ireland joined Great Britain. During *Nonsuch's* time the flag only included the red cross of St. George for England, and the blue Scottish Saltire cross. Thus, the Union Jack supplied by Aeropiccola is wrong by over 100 years. A period correct ensign was ordered, correcting Aeropiccola's error.

The first Governor of the Hudson Bay Company, Prince Rupert, who was also a RN Vice Admiral, granted the Company a special warrant in July 1682 to use the initials HBC on Red Ensigns flown at its forts and ships doing business in Hudson Bay. This modified flag was not in use at the time *Nonsuch* made its historic voyage into Hudson Bay.

Aeropiccola provided two Royal pennants with the cross of St. George, to be flown at both of *Nonsuch's* mastheads. The replacement pennants are longer than Aeropiccola's, in keeping with the correct proportions of Royal pennants in use in the 17th century.

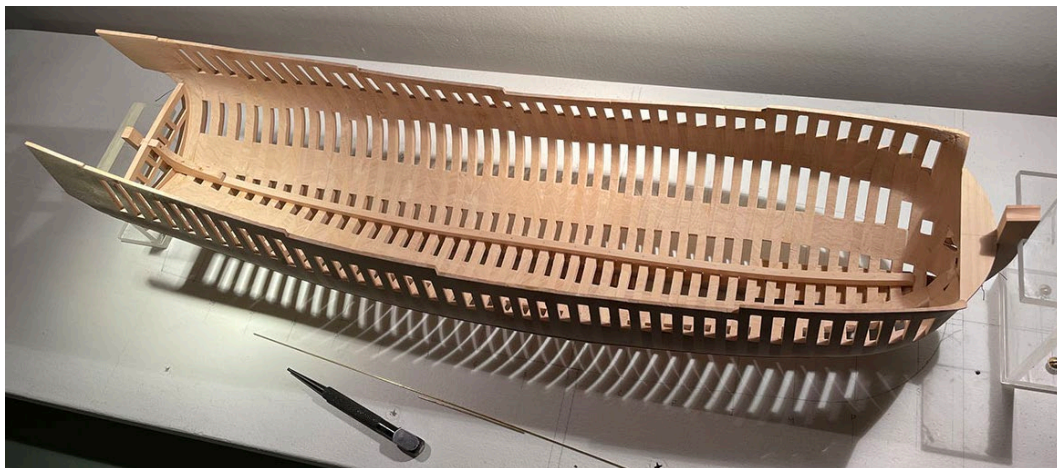
NONSUCH COMPLETED: Adding the flags completed the work on *Nonsuch*. The "stone frigate" *HMCS Nonsuch* has a

large display cabinet built into the wall of their main entry. In lieu of acquiring a display case, room was made in this cabinet for the *Nonsuch* model. However, she will have to be returned to the wardroom this fall when the building annex, including the display cabinet, will be torn down and replaced. The new and expanded annex plans include a display case for the model.

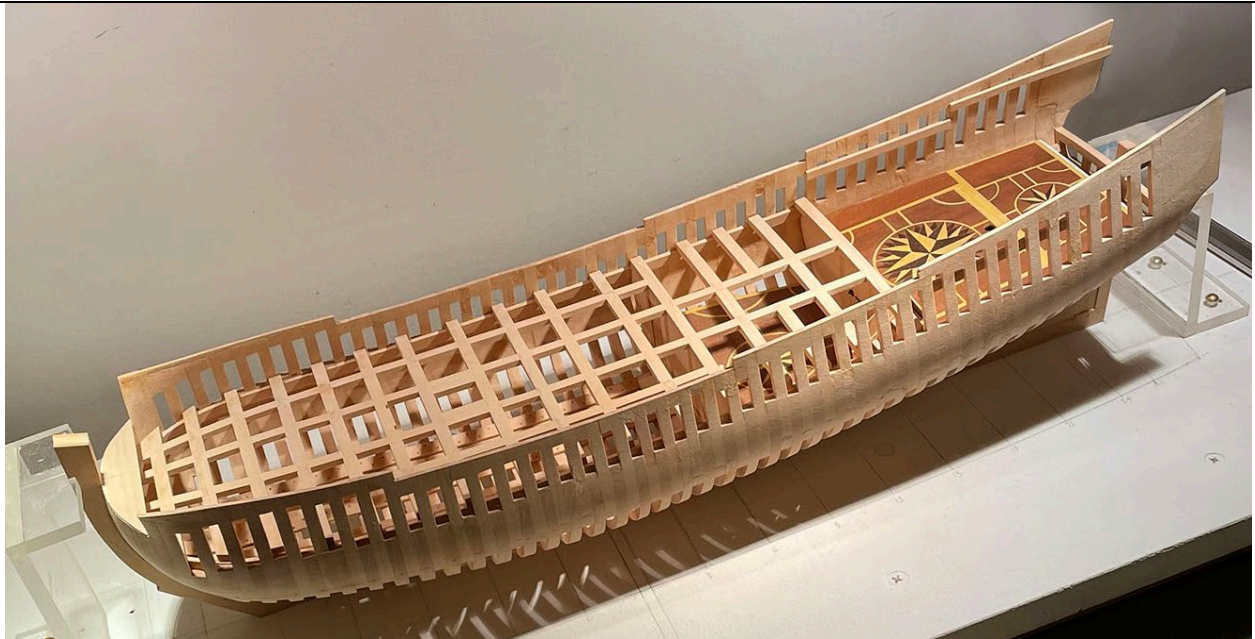


2) David Antscherl presented his latest build, **His Majesty's Yacht (HMY) Fubbs (1682)**. The images presented to members at the meeting are part of David's build collection intended to be published in a book. He has given us permission to show a select few here in this issue of our LOG. Those of us that attended the meeting were truly blessed to see the stages and details of this model build.

The build was based on a contemporary model of Fubbs presently in a private collection. That model was damaged pre-1912 and was extensively restored in the mid-20th century. David began by working up his plans to build from. Once he had his plans, framing began.



Then fitting out the hull, sub-decks and bulkheads. These were followed by decorative deck coverings, then upper deck framing.



Forecastle details followed along with some upper deck and outer hull planking, work on the stern interior and exterior, some interior decorative work, rudder, fittings and lower counter frieze paintings.

David's ornamental carvings of the port wreaths and hanging pieces are spray painted with automotive gold paint as it was less reflective than gold leaf.



All David's carvings are made with traditional hand tools: knives, micro chisels, files and sand paper.



Above is the Entering Place with canopy support beams and below is the inner Tafferel carving.



ON THE WORK BENCH

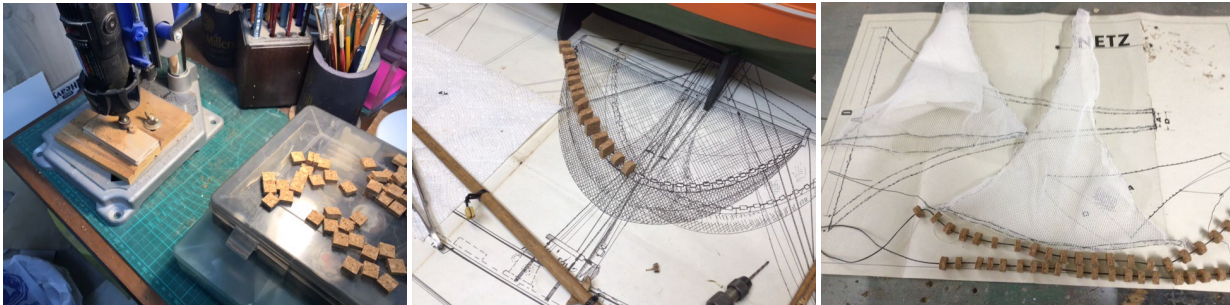


David Amstutz presented his **Crabbing Net** for his Krabbencutter model.

He explained that the netting material was washed several times to remove creases from it having been folded in the old kit. Using the provided net pattern, the four sides were cut and sewn into two nets. Some fine wire was then inserted/woven into the large end.



Cork float square blanks were cut and then they were pinned to a jig and sanded round. Those cork floats were laid out on the drawing to see how many more would be needed!



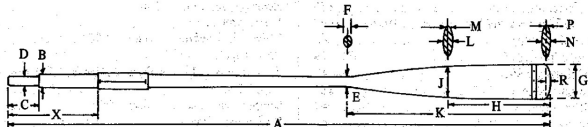
Now he is considering how to attach these and how to make the mechanism to pull these nets through the water.



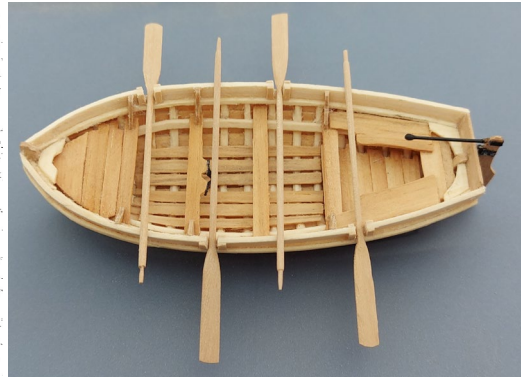
Alan O'Neill presented some rework to his 1:64 scale **18 foot cutter** he showed us last month. He wasn't happy with his **oars** (or sweeps) and made new replacements. Then he added a **12 foot boat hook** to finish her off.

He used the dimensions for oars provided on the *Specifications for Oars of the US Navy for the year 1900* published in the Nautical Research Journal and provided on the Model Ship World Forum and the formula $L = [(D/2 + 2) / 7] \times 25$ also found on the MSW forum where "L" is the

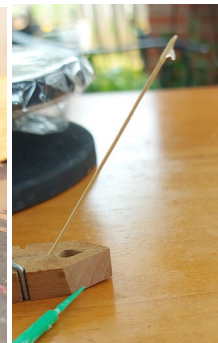
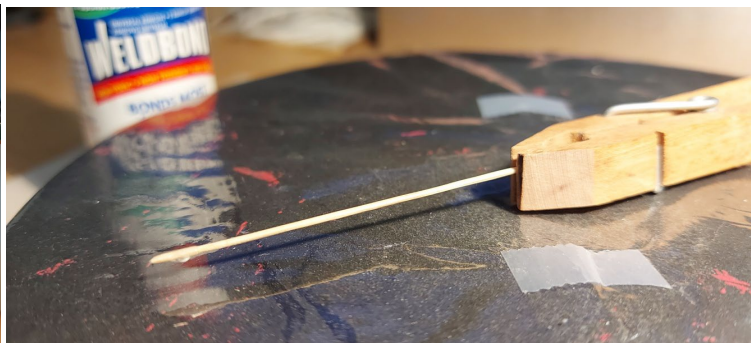
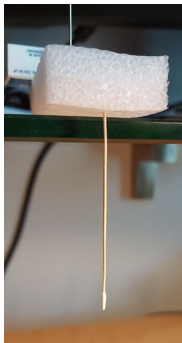
length of the oar and "D" is the distance between oarlocks. The formula suggested the oars should be 11 feet long, but this seemed too short for the length of the boat, plus the grip of the oar on the dimension sheet is too short for two hands. Having measured his own grip he knew it need to be at least 8-1/2" long. He checked his father's Royal Navy Seamanship Training Manual BR67 (1939) and it stated a 20 foot cutter with a 66 inch beam (same as the 18 foot cutter) had two 15 and two 14 foot oars. The longest of these would be too long to store in an 18 foot cutter, so Alan decide to make his 14 and 13 feet long. Having made his in somewhat the same fashion as described last month he successfully made his four oars.



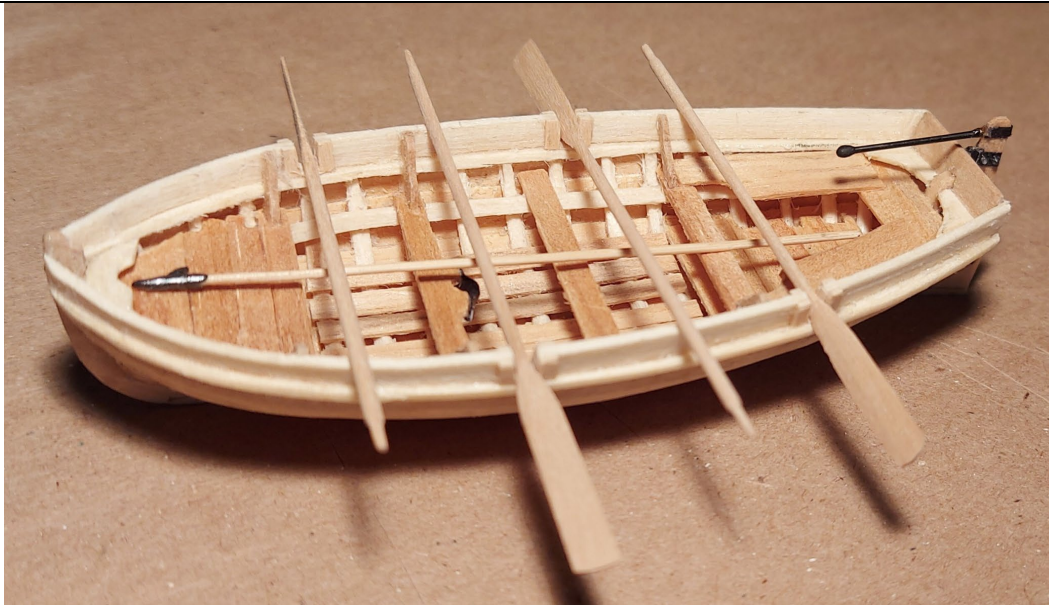
A	B	C	D	E	F	G	H	J	K	L	M	N	P	R
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18	2-3/4	9	1-1/2	2-5/16	2-3/16	6	4-3	5-1/4	6-0	1-3/8	3/16	1/2	3/16	1/2
17	2-3/4	9	1-1/2	2-1/4	2-1/8	6	4-0	5-1/4	5-8	1-5/16	3/16	1/2	3/16	1/2
16	2-3/4	9	1-1/2	2-1/8	2	5-3/4	3-6	4-3/4	5-4	1-1/4	3/16	1/2	3/16	1/2
15	2-3/4	9	1-1/2	2	1-7/8	5-3/4	3-3	4-5/8	5-0	1-3/16	3/16	1/2	3/16	1/2
14	2-5/8	8-1/2	1-1/2	1-7/8	1-3/4	5-1/2	3-0	4-1/2	4-8	1-1/8	3/16	1/2	3/16	1/2
13	2-5/8	8-1/2	1-1/2	1-7/8	1-3/4	5-1/2	2-9	4-1/2	4-4	1-1/16	3/16	1/2	3/16	1/2
12	2-1/2	8-1/2	1-1/2	1-3/4	1-5/8	5-1/2	2-6	4-1/2	4-0	1-1/16	3/16	1/2	3/16	1/2
11	2-1/2	6	1-1/2	1-5/8	1-1/2	5-1/2	2-3	4-1/2	3-8	1-1/16	3/16	1/2	3/16	1/2
10	2-3/8	6	1-3/8	1-9/16	1-7/16	5-1/2	2-0	4-1/2	3-4	1-1/16	3/16	7/16	3/16	1/2
9	2-1/8	5	1-3/8	1-1/2	1-3/8	5-3/8	1-9	4-1/2	3-0	1	3/16	3/8	3/16	1/2
A	B	C	D	E	F	G	H	J	K	L	M	N	P	R



Specifications for Oars of the US Navy for the year 1900 (from the NRJ and the MSW)

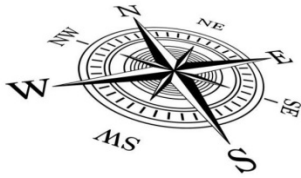


Next he worked on a 12 foot long boat hook. The wooden shaft was made from a quartered bamboo skewer drawn through a draw plate to about 1-3/4 (0.03) inch diameter. One end was sanded to a cone shape and that end was rolled in a puddle of Weldbond PVA glue to simulate the metal cone shaped head. This was impaled in a piece of Styrofoam suspended upside down, to work with gravity, off the edge of a shelf to dry. The shaft was then clamped in the end of a wooden spring clothes pin clamp and individual dabs of Weldbond glue were applied to one side of the cone at about half the cone length using the pointed end of a straight pin to sculpt the hook shape. After each application, the dab of glue was allowed 10-20 minutes to setup before the next application. The shaft was rested on the table horizontally in the clamping clothes pin with the dab of glue on the bottom, working with gravity, between each application. Gradually the shaft was raised with each dab of glue until it was at about 45° and the hook shape was formed. When done and fully dried the head was painted with metallic black acrylic paint.



That concluded our presentations and monthly meeting.

A special thank you to all members that have stepped up to present and add to our meeting content. It is your participation that makes this club successful and helpful to others.



*The MSON
Helping to keep fellow modellers
on course since 2008*

Our next meeting will be held on **Sunday, 10 September 2023**

Forum opens at 1:15 PM ET for a 1:30 PM ET start

This may be a HYBRID meeting.

Local members will be emailed meeting location info in August

As always meetings and membership is open to all and free!

Notices will be e-mailed.

The upcoming September meeting presentations:

- **Restoration of another Bismarck POW model** - by *Ray Peacock*
 - **Update on the build of the Flying Fish** - by *Jared Fein*
- On The Workbench (members build progress update reports)

Have you anything you would like to share at a meeting?

If so please send us an email.

Modelshipwrightsofniagara@gmail.com

Model Shipwrights of Niagara Issue No. 10	<h1 style="text-align: center;">MONTHLY MEETING LOG</h1> <p style="text-align: center;">Sunday, 11 June 2023 The Golden Horseshoe, Ontario, Canada https://modelshipwrightsofniagara.weebly.com/</p>	
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Below is a short list of MSON members that have build logs on the Model Ship World (MSW) forum.

You are invited to follow their builds. It is free to join the forum.

MSON Member	Kit/Scratch	Model	Year	Scale	MSW Forum Link
Mort Stoll	Kit	HMS Victory	1751	72	https://modelshipworld.com/topic/20722-hms-victory-by-mort-stoll-finished-caldercraft-scale-172/
Kevin Kenny	Scratch	HMS Thorn	1779	48	https://modelshipworld.com/topic/13066-hms-thorn-by-kevin-kenny-swan-class-148-scale-david-antscherl-practium/
Alan O'Neill	Scratch	HMS Bellerophon	1786	64	https://modelshipworld.com/topic/5534-hms-bellerophon-1786-by-aon-%E2%80%93-scale-164-%E2%80%93-74-gun-3rd-rate-man-of-war-arrogant-class/
Gabe Kraljevic	Scratch	HMS Triton	1773	96	https://modelshipworld.com/topic/5761-hms-triton-cross-section-by-gabe-k-196/

Let us know if you have a build log on MSW.

Our newest club member, Gökhan Arican, from Türkiye, has provided us with the following links so we might view some of his work over the next two months

1. <https://www.facebook.com/groups/1853981404638638> (civilian ship models)
2. <https://www.facebook.com/groups/248598129922605> (marine art)
3. <https://www.facebook.com/groups/2431921646846150> (shipwreck models)
4. <https://www.facebook.com/groups/337135367972728> (colourized ship photos)
5. <https://www.facebook.com/groups/358614688394820> (ships on stamps)
6. <https://tr.pinterest.com/avgokhanarican/> (Pinterest)
7. <https://www.flickr.com/photos/195218881@N04/> (Flickr)
8. <https://www.youtube.com/@diorama6062> (Youtube)